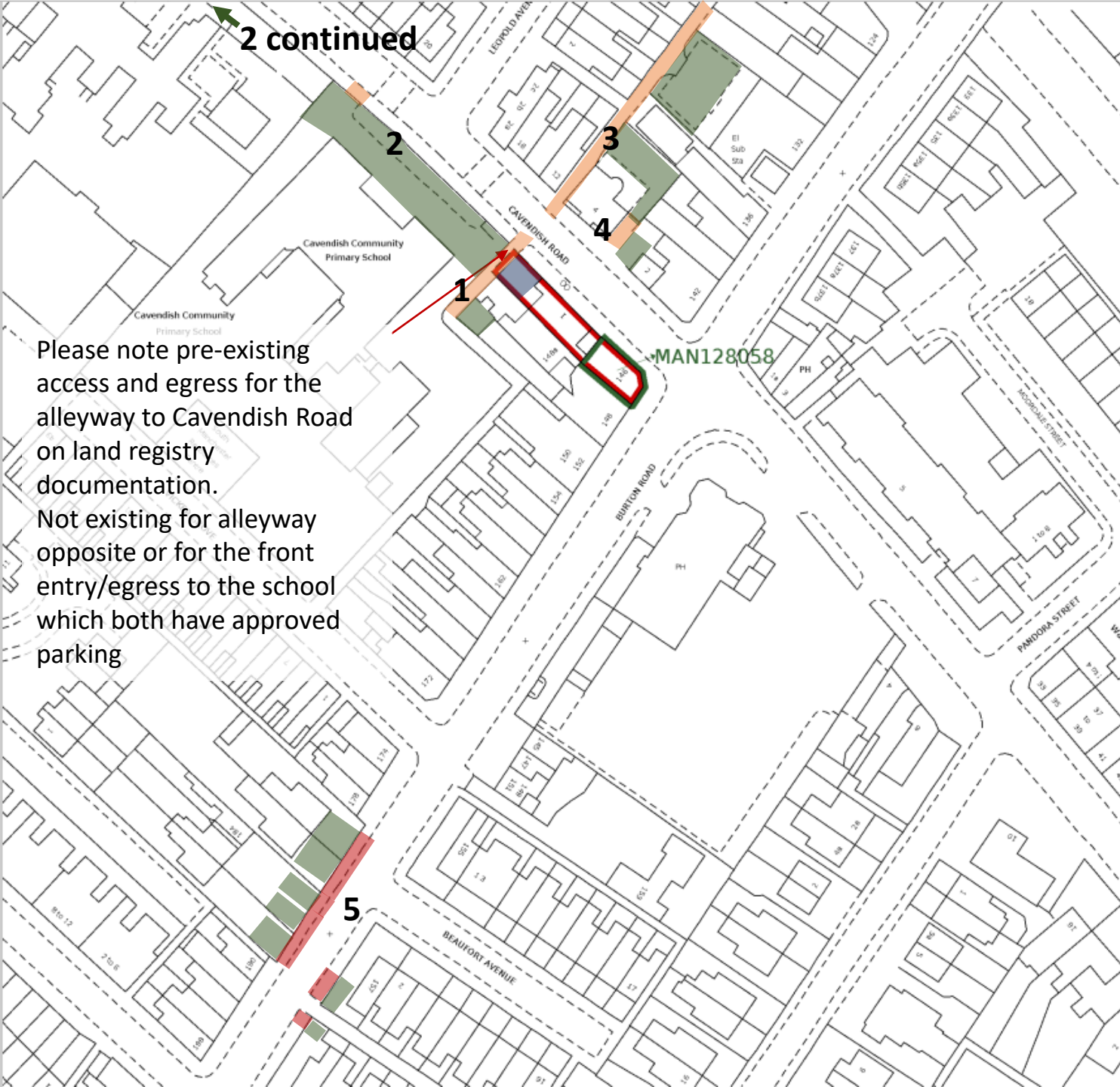




Please note pre-existing access and egress for the alleyway to Cavendish Road on land registry documentation. Not existing for alleyway opposite or for the front entry/egress to the school which both have approved parking

Key

Areas currently used for vehicle parking

Areas currently used for vehicle access and egress to Cavendish Road

Proposed area for vehicle parking

Examples of areas currently used for vehicle access and egress to Burton Road

- Supporting Images and information
1.

Slides 3-10 Vehicle use and storage in alleyway to rear of 1, 1A and 1b Cavendish Road. Evidence of accepted vehicle access/egress. Alleyway also used by public service vehicles
2.

Slides 11-18 Vehicle entry and egress to the front of the school and to adjacent properties
3.

Slides 19-22 Opposite alleyway vehicle use, and vehicle parking
4.

Slides 23-26 4 Cavendish road parking access-closer to the junction
5.

Slides 27-30 Burton road off-road parking

- The alleyway itself is privately owned, with existing vehicle access from Cavendish Road (slides 3-10) and extensive resident and public vehicle use for over 20 years.
- Vehicles have established use of the alleyway for access to the rear of the properties backing onto it from Burton Road for decades (slides 3-5)
- The alleyway and properties predate the school
- The rear garden was previously used for parking prior to rear wall being built relatively recently (slides 7-10) – The current alley wall is not the original wall.
- The kerb is already dropped for vehicle access and always has been, the kerb was only introduced after 2008, previously the alley directly linked into the road (slides 1+ 6+7)
- There is a vehicle garage already at the end of the alleyway which has been used for the parking of vans and cars for decades (slides 3-5).
 - The previous property owner and local business owner can attest to this.
 - Public service vehicles regularly use this alleyway for vehicle access (slide 5)
- The proposed design of how the back wall/new garage door by removing the corner will increase visibility for pedestrians and Cavendish road traffic of vehicles exiting the alleyway
 - This will provide visibility to ground level (0mm) whilst open and increase the field of visibility.
- The speed of entry/egress to the alleyway would be significantly less than 5mph reducing any risk and increasing visibility time. Cavendish road itself is a **20mph** road and has traffic slowing measures within 10m of the alleyway decreasing the speed of traffic on Cavendish road, increasing visibility time.
 - Increased signage can be posted to improve awareness of the alleyway if needed
- The path exceeds 2 metres wide (wider than paths on Burton road and for the front entry vehicle access to the school (slides 11,13,14, 25-28)), allowing ample time and visibility for traffic to see vehicles entering and exiting the alleyway
- The school itself allows vehicles to cross the markings at 2 points (slides 11-14), with much higher vehicle traffic than the 1 car proposed in these plans
 - Evidence of vehicle access and parking to the middle of the school vehicle entrance (slides 15,16)
- Properties adjacent to the school on the other side have off road parking which crosses the footpath leading to the school (Slides 17,18)
- There is an identical alleyway opposite used for the same purpose to allow vehicle access to the rear of properties on the opposite side of Cavendish Road (slides 1+19-22)
 - The visibility of the opposite alleyway for Cavendish road traffic is much worse due to the parking of cars directly outside of the entrance (Slide 22)
 - Equal number if not more pedestrians utilise that path which crossed the opposite alleyway entrance.
 - Multiple residences have been permitted to create multiple car parking off this alleyway (slides 20,21), not dissimilar to what has been proposed (except the proposal is for now for 1 car)
 - The opposite alleyway has a keep clear marking in front of it, which would also be outside our alleyway if not for the superseding “school keep clear marking” (slides 6,7,19,22)
- The school markings are a keep clear marking (improving visibility for vehicle access and egress), they also run for the full length of the school and actually over half of our property (not a school)
- The flats opposite (4 Cavendish Road) have access to parking through “poor” visibility access, much closer to the junction and with much higher traffic due to the number of residents in the flats (slides 1+23-26)
- Burton road a much higher trafficked road and used footpaths due to the commercial properties has multiple off-road parking accesses, many with much worse visibility for pedestrians and traffic (slides 27-30)
 - Burton road has no traffic slowing measures, often meaning faster approaching traffic, decreased time for access/egress visibility
 - The pathways on Burton road are much narrower than on Cavendish road (slides 27-30)
 - Visibility on Burton road outside off-road parking is greatly reduced due to on road parking (slides 28-30)
 - This is not the case on Cavendish road due to keep clear markings and removal of on road parking provision due to double yellow lines – making off-road parking not only safer for traffic and pedestrians but a necessity to ensure the continued viability of 1A cavendish road as complete family residence













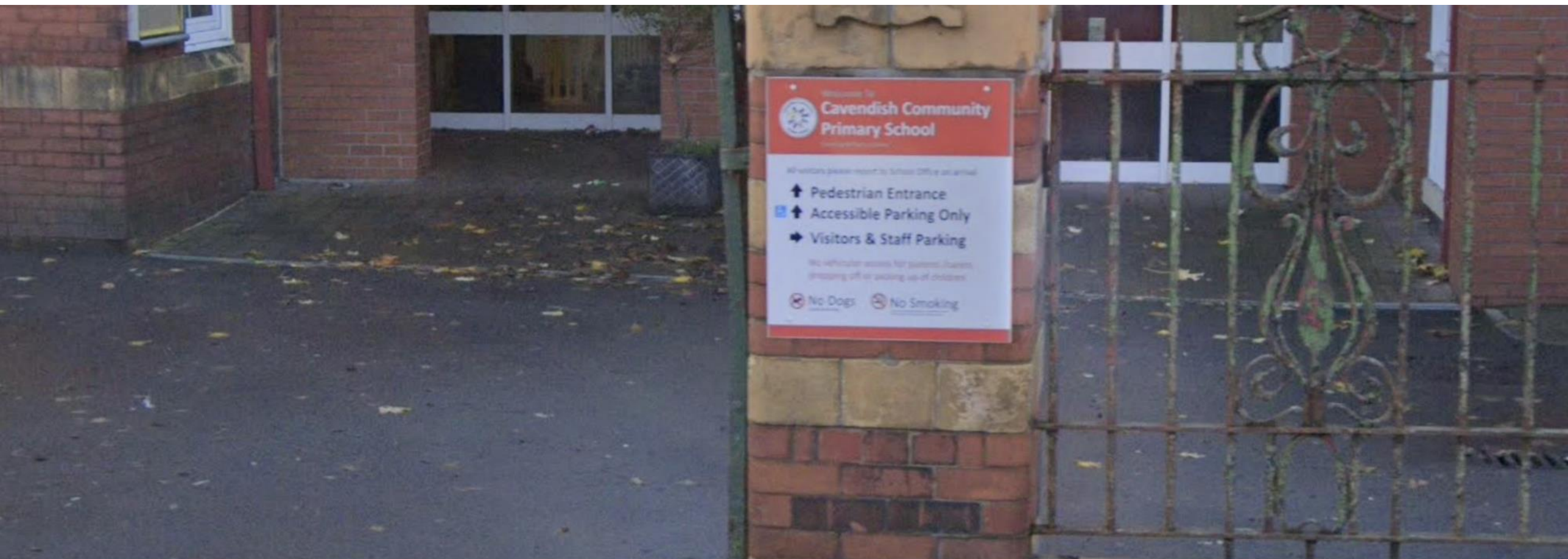






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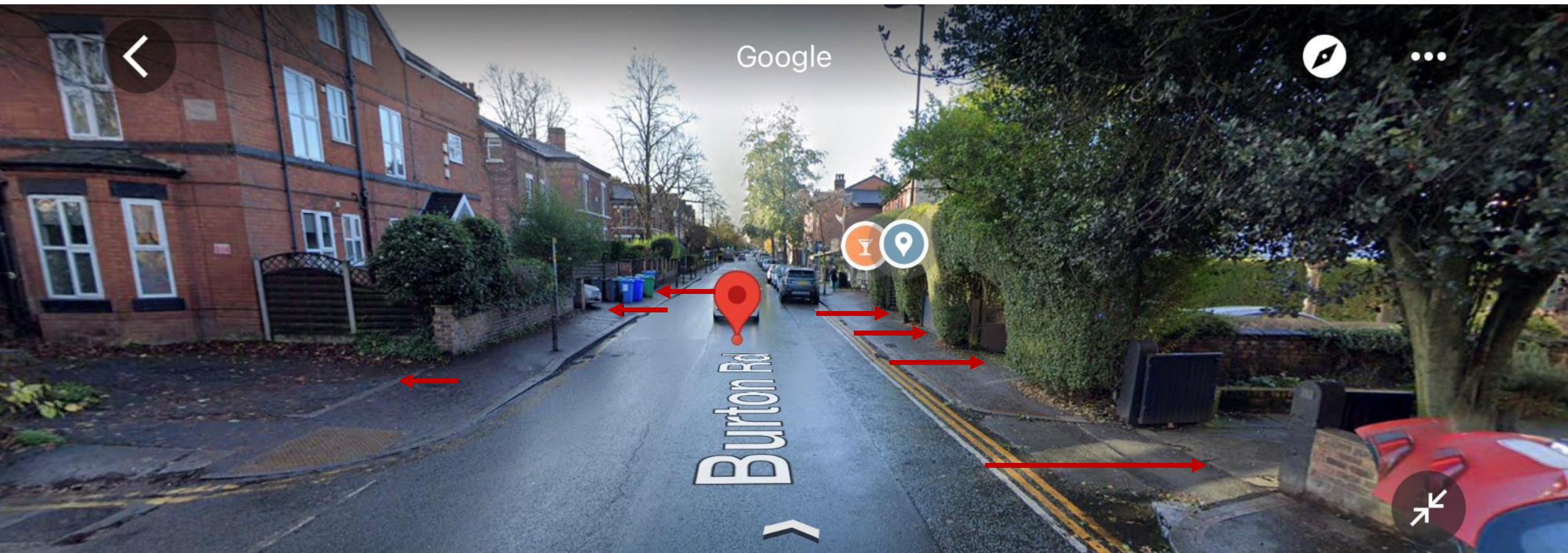














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